

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, MAY 18, 2026 7:00 P.M.
IN-PERSON AND VIRTUAL**

The May 18, 2026 meeting of the Traffic and Parking Board is being held in person at the Department of Transportation and Environmental Services (T&ES), 2900 Business Center Drive, Alexandria, VA and electronically. All the members of the Board and staff are participating either in-person or from remote locations through a Zoom meeting. The meeting can be accessed by the public via Zoom through:

Register in advance for this webinar:

https://alexandriava.zoom.us/webinar/register/WN_m3fQupjBTc2nzoR4eeLAXg

Or an H.323/SIP room system:

H.323: 144.195.19.161 (US West) or 206.247.11.121 (US East)

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After registering, you will receive a confirmation email containing information about joining the webinar.

Public comment will be received at the meeting. The public may submit comments in advance to trafficandparkingboard@alexandriava.gov no later than 12 p.m. the day of the meeting or make public comments in person or through the conference call on the day of the hearing.

For reasonable disability accommodation, contact trafficandparkingboard@alexandriava.gov, Virginia Relay 711.

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, MAY 18, 2026 7:00 P.M.
IN-PERSON AND VIRTUAL**

D O C K E T

1. Announcement of deferrals and withdrawals.
2. Approval of the April 27, 2026, Traffic and Parking Board meeting minutes.
3. **PUBLIC DISCUSSION PERIOD**
[This period is restricted to items not listed on the docket]
4. **WRITTEN STAFF UPDATES & PUBLIC HEARING FOLLOW-UP**
 - A. Braddock Road WMATA Project Update
 - B. Left Turn at Jamieson Avenue and Mill Road Update

CONSENT ITEMS

5. Parking Addition – 400 Block of Hume Avenue
6. Restrict U-turn and No Turn on Red at multiple intersections

PUBLIC HEARING ITEMS

7. Food Truck Vending Locations Removal and Addition – Eisenhower Avenue and Landover Park
8. Pick-up and Drop-off Zone Relocation – North Lee Street
9. Residential Parking Permit Changes – House Manager Addition

INFORMATION ITEMS

10. **STAFF UPDATES**
11. **COMMISSIONER UPDATES**

Next Meeting: Monday, June 22, 2026

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, APRIL 27, 2026, 7 P.M.
IN-PERSON AND VIRTUAL MEETING**

MINUTES

BOARD MEMBERS PRESENT: Chair Casey Kane, Vice Chair Annie Ebbers, Ashley Mihalik, Kursten Phelps, Dane Lauritzen, and Mark Stout.

BOARD MEMBERS ABSENT: None

STAFF MEMBERS PRESENT: T&ES – Katy North, Division Chief; Sheila McGraw, Principal Planner; and Max Devilliers, Urban Planner III. APD – Jamie Gernatt, Sergeant.

1. Election of Board Chair and Vice Chair: Ms. Ebbers made a motion to nominate Mr. Kane for Board Chair, which carried unanimously. Ms. Phelps made a motion to nominate Ms. Ebbers for Vice Chair, seconded by Mr. Stout, which carried unanimously.
2. Election of Traffic and Parking Board representative for Transportation Commission: Mr. Stout made a motion to nominate himself for Commissioner, seconded by Mr. Kane. Ms. Ebbers made a motion to nominate Ms. Phelps for Commissioner, which carried unanimously.
3. Announcement of deferrals and withdrawals: None.
4. Approval of the March 23, 2026, Traffic and Parking Board meeting minutes:

BOARD ACTION: Ms. Ebbers made a motion, seconded by Ms. Phelps, to approve the minutes of the March 23, 2026, Traffic and Parking Board meeting. The motion carried unanimously.

5. **PUBLIC DISCUSSION PERIOD:** Elena Sorokina requested that the Board consider lowering the speed limit on Skyhill Road from 25 mph to 15 mph, or implement other speed mitigation measures. Ms. McGraw suggested that Ms. Sorokina apply for the Neighborhood Transportation Improvements Program.

Bill DePuy raised concerns about construction workers parking at length on several blocks in Old Town North with little to no enforcement, reducing the parking supply for residents. Mr. Kane suggested that Mr. DePuy coordinate with the Planning & Zoning Department, but could escalate to the Planning Commission or City Council if need be.

6. Parking Enforcement Presentation: Sgt. Jamie Gernatt presented to the Board on the parking enforcement contractor effect in Old Town and parking enforcement citywide generally.
7. **WRITTEN STAFF UPDATES:** The Board received written staff updates on:

- Complete Streets Updates
 - Mr. Stout is interested in seeing before and after traffic data for Holland Lane regarding Jamieson Avenue. Ms. Phelps requested that staff include regular written updates on crashes. Ms. Mihalik mentioned that the protected left-turn phase for Mill Road at Jamieson Avenue needs to be adjusted.
- Duke and West Taylor Run Update
- Braddock Road Corridor Appeal Update
 - Mr. Stout urged staff to coordinate closely with WMATA on the redevelopment of the bus bay at the Braddock Road Metrorail Station.
- Commonwealth Avenue Follow Up
 - Ms. Ebbers asked how the City will be redirecting bicyclists toward the Four Mile Run Trail, which Ms. North responded she would check with Project Implementation.
- North Fairfax Street Daylighting Follow Up
- West Braddock Road Project Notification
 - Ms. Mihalik requested that staff engage students in the area as well as the School Board to be as inclusive as possible, and Ms. Phelps added that staff could also engage students at the recreational centers in the area as well.
- Commonwealth Transportation Board Fiscal Year 2027-2032 Six Year Improvement Program

PUBLIC HEARING ITEMS

8. ISSUE: Expanding Restricted Overnight Parking District – Gresham Place

DISCUSSION: Mr. Devilliers presented the item to the Board. Mr. Kane asked residents included in the district can be removed, to which Mr. Devilliers responded that, for consistency and ease of enforcement, staff typically require that an entire block organize to either join or exit a district, using the official petitioning process which requires a majority. Mr. Kane also asked if staff spoke to residents on West Glebe Road, Elbert Avenue, and elsewhere, to which Mr. Devilliers responded he had and will continue to do so through the evaluation process.

PUBLIC TESTIMONY: None.

BOARD ACTION: Ms. Ebbers made a motion, seconded by Mr. Stout, to recommend the City Manager approve the expansion of Restricted Overnight Parking District (OPD) to include Gresham Place. The motion carried unanimously.

9. ISSUE: Parking Additions and No Turn on Red – 1100-1400 Blocks of Duke Street

DISCUSSION: Mr. Devilliers presented the item to the Board. Mr. Stout requested a ‘No Turn on Red’ restriction for northbound traffic on South West Street approaching Duke Street. Ms. Mihalik asked about RPP restrictions, which Mr. Devilliers added that

the blocks are in RPPD 4, so residents could petition to restrict the parking for those without a valid District 4 permit in the future if desired. Ms. Phelps asked about daylighting at intersections, to which Mr. Devilliers responded that the added parking would abide by existing ordinances of the City Code and any additional professional advice from Transportation Engineering to maintain adequate sight lines. Mr. Lauritzen asked why staff is proposing to perpetuate car dependence by adding parking instead of bike facilities, to which Mr. Devilliers responded that bike facilities are not planned for this section of Duke Street due to its width and vehicular speeds, and staff is focusing resources on the bike facilities along Wilkes Street, Prince Street, and Cameron Street. Mr. Lauritzen asked for cyclist data on this section of Duke Street, which Mr. Devilliers responded that staff could not collect using existing software the City has access to.

PUBLIC TESTIMONY: Paul Schissler testified in support of the ‘No Turn on Red’ restriction for northbound drivers on South West Street approaching Duke Street, and requested a three-way stop at Jamieson Avenue and South West Street.

Linda Canada testified in support of the ‘No Turn on Red’ restriction for northbound drivers on South West Street, and testified in opposition to adding parking in front of the Shiloh Baptist Church.

Ruth Arnold testified in support of the ‘No Turn on Red’ restriction for northbound drivers on South West Street approaching Duke Street, and requested a three-way stop at Jamieson Avenue and South West Street.

Ms. Ebbers asked if staff has any concerns about a ‘No Turn on Red’ restriction for northbound drivers on South West Street approaching Duke Street, which Ms. McGraw confirmed that staff does not. Mr. Kane requested that staff consider ‘No Turn on Red’ restrictions for all approaches when future requests/recommendations and that staff consider making changes to the intersection of South West Street and Jamieson Avenue to address residents’ concerns. Ms. Mihalik asked if staff has a ‘No Turn on Red’ map, to which Ms. McGraw responded that staff is currently working on a comprehensive proposal for ‘No Turn on Red’ restrictions throughout Old Town as well as an interactive map.

BOARD ACTION: Mr. Stout made a motion, seconded by Ms. Ebbers, to recommend the Director of T&ES:

- Add up to 15 unrestricted on-street parking spaces in front of 1119-1125 Duke, 1321 Duke, 1401 Duke, and 1447 Duke, and
- Convert a 60-foot-long loading zone in front of 1429 Duke Street into up to three unrestricted on-street parking spaces, and
- Convert a 30-foot-long disability parking space in front of 1415 Duke Street into one unrestricted on-street parking space, and
- Implement a ‘No Turn on Red’ restriction for southbound and northbound traffic on South West Street approaching Duke Street.

The motion carried five to one, with Mr. Lauritzen opposed.

INFORMATION ITEMS

10. STAFF UPDATES: None.

11. COMMISSIONER UPDATES: Mr. Kane provided the Board with the following updates:

- The Commission elected their new Chair and Vice Chair.
- There is new draft GoAlex comprehensive plan that will be looking at students on how to get around without a car. The Commission reviewed the plan and City Council will have to endorse it prior to state approval.
- The crosswalks connecting to the Eisenhower Avenue Metrorail Station are moving forward.
- The Duke Street at West Taylor Run Parkway plans are at 90% design stage.
- The City's SmartScan will be used for detecting pavement conditions, street signs, pavement markings, and more.
- Mr. Kane will be speaking before City Council on behalf of the Board.

ADJOURNMENT

Ms. Ebbers moved to adjourn the meeting, seconded by Mr. Lauritzen. The motion carried unanimously. The meeting adjourned at 9:19 p.m.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: May 18, 2026

DOCKET ITEM: 4

ISSUE: Written Staff Updates & Public Hearing Follow-up

A. Braddock Road WMATA Project Update

A public meeting was hosted by the Washington Metropolitan Area Transit Authority (WMATA) on April 20 at the Charles Houston Recreation Center to discuss the proposed redevelopment of the Braddock Road Metrorail Station site. The changes to the transit facilities and the site will be constructed in coordination with Metro's future joint developer, which will be selected through a future bidding process. City comments pertaining to the pre-conceptual plan shared at the meeting were coordinated through Planning and Zoning and provided to WMATA in April, prior to the hearing. The project, if it proceeds, will follow the City's DSP/DSUP development process, which allows for additional comments and coordination with City projects. There is no immediate timeline for when WMATA intends to submit their formal Concept DSUP to the City as a joint-venture partner has yet to be selected. More information about the project can be found on the project webpage: <https://wmata.com/initiatives/plans/proposed-changes-at-braddock-rd-station/index.cfm>.

B. Left Turn at Jamieson Avenue and Mill Road Update

At the April Board meeting, a Board member raised that the protected left-turn phase for Mill Road at Jamieson Avenue needs to be adjusted. Transportation Engineering reviewed this and has turned off the left-turn phase so the eastbound left turn operates as permissive only. Transportation Engineering reviewed traffic volumes from May 2025, and the volumes don't support the need for an eastbound protected left-turn phase at this intersection. Transportation Engineering coordinated with Traffic Operations to turn off the protected left-turn phase on May 7.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: May 18, 2026
DOCKET ITEM: 5
ISSUE: Parking Addition – 400 Block of Hume Avenue

REQUESTED BY: Staff

LOCATION: 400 Block of Hume Avenue

STAFF RECOMMENDATION: That the Board recommend that the Director of T&ES add three parking spaces with 2-hour parking restrictions, 9 a.m. to 5 p.m. Monday through Saturday, on the south side of the 400 block of Hume Avenue immediately west of Richmond Highway.

BACKGROUND: The east side of Richmond Highway north of Potomac Avenue has hosted a mix of light industrial and car-oriented retail for several decades, but Richmond Highway in this segment has changed and densified significantly in recent years due to the redevelopment of several parcels, particularly on the west side, but also on the east with Oakville Triangle and Tony’s Corner. The addition of center-running bus lanes on Richmond Highway in 2014 also introduced several new traffic patterns at the area’s intersections. Most relevantly, the intersection of Hume Avenue and Richmond Highway was signalized prior to the construction of the center-running bus lanes, but is no longer.

Prior to the addition of the center-running bus lanes, the eastbound travel lane on Hume Avenue was treated by drivers as two lanes—one for right turns and another for left turns, which is likely why on-street parking on the south side of the block was prohibited at the intersection. Once the intersection was modified and the traffic signal was removed in 2013, the only option for eastbound drivers on Hume Avenue became a right turn onto Richmond Highway.

The businesses at 426, 428, and 430 Hume Avenue have never had off-street parking onsite, therefore customers arriving by car rely on on-street parking. The curb space in question is adjacent to but not located within Residential Permit Parking District (RPPD) 11.

DISCUSSION: Given the proximity to various businesses, residences, and the Potomac Yard Metrorail Station, staff recommend these spaces be time-restricted to discourage all-day parking. The new residences in this area have parking for their residents, and all the blocks west of this intersection are located within RPPD 11, so it is not intended for this curb space to serve nearby residents but rather to provide short-term parking for customers of the nearby businesses.

The proposed two-hour parking restrictions, from 9 a.m. to 5 p.m., Monday through Saturday, will help to compel turnover for area businesses and ensure drivers aren't storing their vehicles on the street long term. These proposed restrictions mimic the existing restrictions on similar commercial blocks in the city. The signage will be installed to ensure that the sightlines for drivers and pedestrians are not obstructed.

OUTREACH: Staff notified the Del Ray Citizens Association (DRCA) and the adjacent businesses (Head to Talk Spa, Depth Charge Studio, Liberty's Promise, NTB, and Hands in Motion) of this proposal on May 4. Hands in Motion stated their support for the proposal over the phone. The DRCA provided their support via email and asked staff to carefully consider sightlines at every intersection with Richmond Highway.

ATTACHMENT 1: PROPOSED ADDITION OF ON-STREET PARKING



STREET VIEW OF THE 400 BLOCK OF HUME AVENUE



City of Alexandria, Virginia

Traffic and Parking Board

DATE: May 18, 2026

DOCKET ITEM: 6

ISSUE: Restrict U-turn and No Turn on Red at multiple intersections

REQUESTED BY: Staff

LOCATION: Duke Street and Holland Lane
Eisenhower Avenue and John Carlyle Street
Cameron Street and North Columbus Street

STAFF RECOMMENDATION: That the Board recommend that the Director of T&ES add:

1. NO U TURNS restrictions at Duke Street and Holland Lane; and
2. NO TURNS ON RED restrictions at Eisenhower Avenue and John Carlyle Street, and Cameron Street and North Columbus Street

BACKGROUND: The City was awarded federal funds via the Highway Safety Improvement Program (HSIP) to improve safety measures at signalized T-intersections, or three legged intersections. The project is comprised of many safety measures, one of which is the implementation of NO U TURN and NO TURN ON RED restrictions. The project team's study findings determined the need to restrict U TURNS or TURNS ON RED at the following three intersections:

- Duke Street and Holland Lane
- Eisenhower Avenue and John Carlyle Street
- Cameron Street and North Columbus Street

This project is in the final design stage. While the project team awaits final VDOT comments and approvals to proceed to implementation, staff is seeking approval from the Traffic and Parking Board for the proposed restrictions, which would be installed during the next phase of construction.

DISCUSSION: The intersections where the restrictions are proposed are geometrically T-intersections, where the visibility and maneuvering space are limited, and a NO U TURN and NO TURN ON RED restrictions can improve safety by simplifying traffic movements and reducing conflicts.

NO U TURN restriction minimizes unexpected maneuvers and rear-end crashes. U-turning drivers are focused on finding gaps in traffic and can overlook pedestrians. Removing U-turns reduces this distraction and lowers pedestrian crash risk.

The project team is recommending NO U TURN restrictions for the westbound left movement on Duke Street at Holland Lane (Attachment 1). Holland Lane has a heavy northbound right turn traffic overlap, and with two receiving lanes and a narrow median, drivers struggle to complete the maneuver.

NO TURN ON RED along with Leading Pedestrian Intervals (LPI) are recommended for enhancing safety and furthering the City's Vision Zero goal by reducing traffic fatalities and serious injuries.

The project team is recommending NO TURN ON RED restrictions be installed to restrict the southbound right turns from John Carlyle Street at the intersection of Eisenhower Avenue (Attachment 2) westbound right turns from Cameron Street at the intersection of North Columbus Street (Attachment 3).


OUTREACH: The project team is developing a Project webpage for the T- Intersections safety project intended for public engagement. The webpage is currently under construction, and it is anticipated to be active in conjunction with the building phase of the project. The T- Intersection safety project will be available on the City's main Transportation and Environmental website under the "Transportation Projects section."

ATTACHEMNT 1: PROPOSED “NO U TURN” AT DUKE STREET AND HOLLAND LANE

The proposed “NO U TURN” sign to restrict the westbound U TURNS as illustrated in Red



PROPOSED SAFETY MEASURES

- ① Add High Visibility Back Plates to all existing Signal Heads
- ② Add High Visibility Crosswalk Pavement Marking
- ③  Install 36x36 on existing sign post
- ④ Install 2 new Mio Vision video detection systems with analytic capabilities, one at each intersection

CONSTRUCTION NOTES

- ① Upgrade all Signal Heads to have High Visibility Back Plates.
- ② Contractor to install Ladder style High Visibility crosswalk markings between the existing edge lines on Duke Street and Holland Lane per the City's standard noted on sheet 2. Crosswalks shall be 10' wide and shall have 2' wide bars separated by 2' wide gaps in the direction of the wheel path. Material shall be Type B Class I Thermoplastic pavement markings.
- ③ Contractor shall install No U Turn sign R3-4 (36" x 36") on the existing Duke Street median facing the WB direction. Sign shall be installed underneath the existing Stop Here On Red sign R10-6, sharing the same U-post.
- ④ Contractor to install Mio Vision camera with real data flow and monitoring capabilities at each intersection. Note only one Core will be required for both cameras, since this is a dual intersection. Conduit proofing and cable pulling efforts to be completed to install camera. Note if conduit is full the contractor shall notify the City of Alexandria. At the Reinekers Lane intersection, camera can be installed near the cabinet with an extension arm. At the Holland Lane intersection, the camera should be installed with an extension area on the pole or mast arm closer to Reinekers with respect to maximizing visibility to the NB approach. Locations to be coordinated with Michael Harvard at Mio Vision Technologies Incorporated at MHarvard@Miovision.com. Mio Vision will perform the traffic study and is being coordinated with the City of Alexandria.

NOT TO SCALE

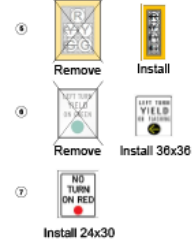
ATTACHEMNT 2: PROPOSED “NO TURN ON RED” AT EISENHOWER AVENUE AND JOHN CARLYLE STREET

The proposed “NO TURN ON RED” sign to restrict the southbound RIGHT TURNS as illustrated in Red



PROPOSED SAFETY MEASURES

- ① Add High Visibility Back Plates to all existing Signal Heads
- ② Add High Visibility Crosswalk Pavement Marking
- ③ Remove existing Traffic Signal Controller and replace with new upgraded Q-Free XN-2 Controller
- ④ Activate Leading Pedestrian Intervals (LPI)



CONSTRUCTION NOTES

- ① Upgrade all Signal Heads to have High Visibility Back Plates.
- ② Contractor to install Ladder style High Visibility crosswalk markings between the existing edge lines on Eisenhower Avenue and John Carlyle Street per the City's standard noted on sheet 2. Crosswalks shall be 10' wide and shall have 2' wide bars separated by 2' wide gaps in the direction of the wheel path. Material shall be Type B Class I Thermoplastic pavement markings.
- ③ Contractor to remove existing Controller and replace with new Q-Free XN-2 Controller. Existing Controller to be returned to the City of Alexandria. Contractor is to coordinate with Traffic City Signal Engineer Maha Giini (703-746-4145/ 571-238-1538) to obtain any necessary Controller timings. With the new Controller, the contractor will provide the conversion of the existing database onto the new controller and include the LPI.
- ④ Add Leading Pedestrian Intervals (LPI) per the discretion of the City of Alexandria. Contractor shall coordinate timing changes with Traffic City Signal Engineer Maha Giini (703-746-4145/571-238-1538).
- ⑤ Contractor to remove existing 5-Section Signal Head and replace with a 4-Section Flashing Yellow Arrow Signal Head. New Flashing Yellow Arrow 4-Section Signal Head shall have High Visibility Back Plates included. Cable pulling and proofing efforts may be needed. If pavement cutting is required, the contractor shall notify the City.
- ⑥ For the EB approach, remove and dispose of existing Left Turn Yield On Green R10-12 signage located on the existing mast arm. Add Left Turn Yield On Flashing sign R10-V1 (36" x 36") along the mast arm adjacent to the 4-Section Signal Head.
- ⑦ For the SB approach, contractor to install the No Turn On Red sign R10-11 (24" x 30") along the mast arm adjacent to the 3-Section Signal Head.

ATTACHEMNT 3: PROPOSED “NO TURN ON RED” AT CAMERON STREET AND NORTH COLUMBUS STREET

The proposed “NO TURN ON RED” sign to restrict the westbound RIGHT TURNS as illustrated in Red



PROPOSED SAFETY MEASURES

- ① Add High Visibility Back Plates to all existing Signal Heads
- ② Add High Visibility Crosswalk Pavement Markings
- ③ Activate Leading Pedestrian Intervals (LPI)



CONSTRUCTION NOTES

- ① For all approaches, upgrade the existing Signal Heads at the intersection to be with High Visibility Back Plates.
- ② Contractor to install Ladder style High Visibility crosswalk markings between the existing edge lines on N Columbus Street and Cameron Street per the City's standard noted on sheet 2. Crosswalks shall be 10' wide and shall have 2' wide bars separated by 2' wide gaps in the direction of the wheel path. Material shall be Type B Class I Thermoplastic pavement markings.
- ③ Activate Leading Pedestrian Intervals (LPI) per the discretion of the City of Alexandria. Coordinator must coordinate with Traffic City Signal Engineer Maha Gilini (703-746-4145/571-238-1538).
- ④ In the WB directions, contractor to install No Turn On Red signs R10-11 (24" x 30"). Sign will be placed along the existing signal pole in the WB direction.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: May 18, 2026

DOCKET ITEM: 7

ISSUE: Designated On-Street Vending Locations for Food Trucks - 2200 Block of Eisenhower Avenue and 3300 Block of Landover Street

REQUESTED BY: Staff

LOCATION: 2200 Block of Eisenhower Avenue and 3300 Block of Landover Street

STAFF RECOMMENDATION: That the Board recommend that the Director of T&ES remove the 80-foot-long designated on-street vending location in front of 2231 Eisenhower Avenue and add a 30-foot-long vending location in front of 3301 Landover Street with 6-hour parking restrictions, 10 a.m. to 9 p.m., March 1 through October 31.

BACKGROUND: Since 2015, there have only been three on-street vending locations designated for food trucks citywide; they are adjacent to the Braddock Road Metrorail Station, the King Street Metrorail Station, and the Eisenhower Avenue Metrorail Station. In November 2025, the City Council passed an ordinance updating Sec. 9-15-15 of the City Code, delegating their authority to designate on-street vending locations for food trucks to the Traffic and Parking Board given the Board's purview over public right-of-way.

The designated on-street vending location near the Eisenhower Avenue Metrorail Station is located in front of 2231 Eisenhower Avenue and is 80 feet long. The curbside zone is year-round but restricted to 7 a.m. to 8 p.m., Monday through Friday (Attachment 1).

Staff have been communicating with food truck operators since the City Code update process began in 2024. Food truck operators did not indicate any concerns with removing the vending location on Eisenhower Avenue but did express interest in vending in several other locations around the city as part of those discussions. Several of the suggested vending locations were either on private property, adjacent to existing vending locations on park property, or on blocks without on-street parking. Food truck operators did, however, suggest the addition of a vending location adjacent to Landover Park and Warwick Pool on the 3300 block of Landover Street (Attachment 2).

The west side of the 3300 block of Landover Street is home to eight townhouses while the east side has no residences fronting the block, only the park and the pool. The on-street parking along this dead-end block is unmetered and not within nor near a Residential Parking Permit District.

DISCUSSION: Prior to the COVID-19 pandemic, more office workers in the Eisenhower East neighborhood were in the office five days per week and there were fewer brick-and-mortar dining options in the neighborhood than there are today. Since the pandemic, very few food trucks have used the designated on-street vending location at 2231 Eisenhower Avenue likely due to the decrease in customers, so the curb either sits vacant or is misused by drivers looking to access the shops nearby. Removing this vending location would add four 2-hour metered—from 8 a.m. to 9 p.m. Monday through Saturday—parking spaces to this corridor which can be used to support the ground-floor businesses nearby as well as provide a physical buffer between pedestrians on the sidewalk and drivers in the travel lane.

A small time-restricted vending location for food trucks on the east side of the 3300 block of Landover Street is logical given the existing conditions on the block and the surrounding area. Neither the park nor the pool has a parking lot onsite where RPCA can host a food vendor as they do elsewhere, and there are very few food establishments within walking distance of this block. Furthermore, the location is not directly adjacent to any residences, and the block face has enough parking supply to support the addition of a designated zone. There likely is demand for prepared food from park-goers and patrons of the pool during the warmer months, while some food truck patronage may also be generated by the 600 rowhomes in Warwick Village and hundreds of apartments in The Aspen.

T&ES staff coordinated with RPCA on the proposed vending location, which RPCA staff agreed was an ideal and likely successful location. RPCA will ensure trash cans are emptied more regularly within the parks to accommodate the increase in waste. Sec. 9-15-12 of the City Code stipulates that all waste shall be removed and disposed of by the food truck operator, and that public litter cans shall not be used for compliance with this section.

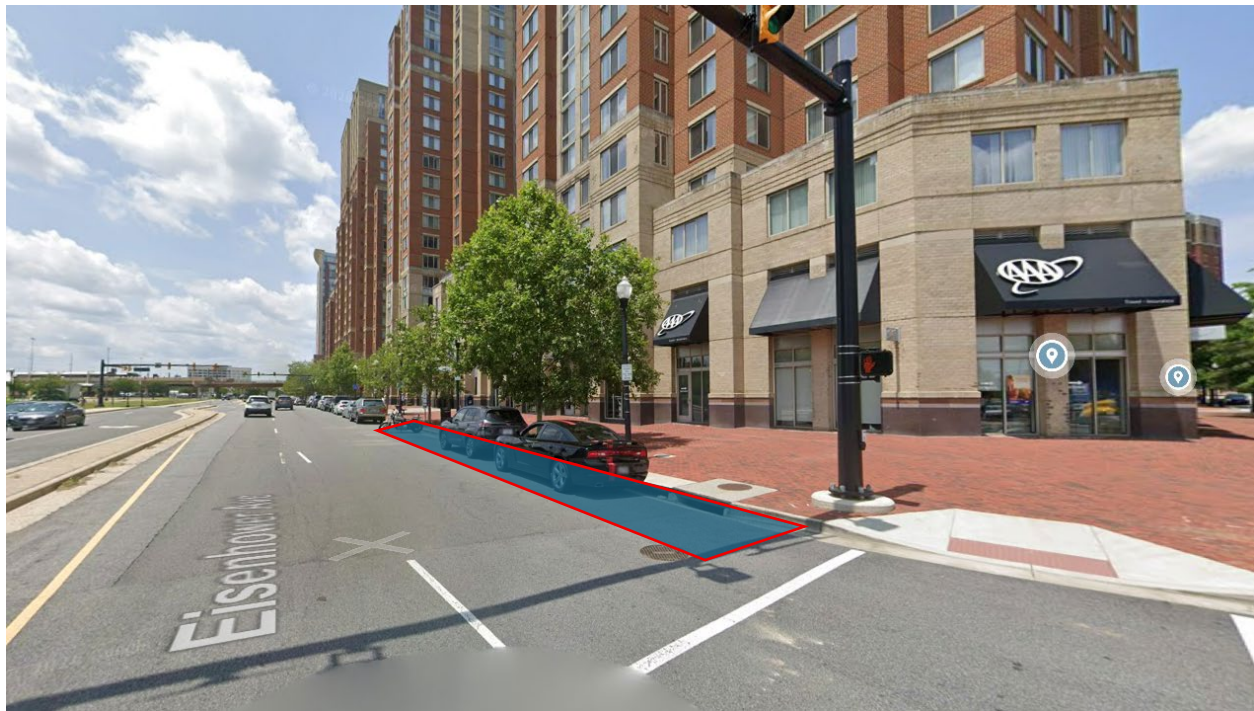
Given the decrease in park patronage and the closed pool in the cooler months, staff recommend that this vending location be restricted to the hours and months of the year when usage of the designated zone is expected to be higher, i.e., March 1 through October 31. The proposed hours of 10 a.m. to 9 p.m. are expected to meet the demands of and the meal times for potential customers as well as the time needed for preparation and clean-up required by food truck operators. The City Code also prohibits vending in the same location for longer than six hours, so staff recommend including that verbiage to the signage in this location to encourage turnover and discourage one food truck from monopolizing the space or using the space for long-term vehicular storage. If approved, staff will also notify the Police Department of this new location so that they conduct parking enforcement as needed.

OUTREACH: Staff notified the Warwick Village Citizens Association (WVCA) of this proposal on March 4, April 6, April 17, and April 30. The WVCA originally requested that T&ES staff attend a neighborhood meeting to discuss the proposal but the meeting was postponed and staff have not heard back since. As previously mentioned, RPCA is supportive of the new vending location as proposed.

ATTACHMENT 1: PROPOSED REMOVAL OF ON-STREET VENDING LOCATION



STREET VIEW OF THE 2200 BLOCK OF EISENHOWER AVENUE



ATTACHMENT 2: PROPOSED ADDITION OF ON-STREET VENDING LOCATION



STREET VIEW OF THE 3300 BLOCK OF LANDOVER STREET



City of Alexandria, Virginia

Traffic and Parking Board

DATE: May 18, 2026

DOCKET ITEM: 8

ISSUE: Pick-up and Drop-off Zone (PUDO) Relocation – North Lee Street

REQUESTED BY: Charlotte Hall, representing businesses on the 100 and 200 blocks of King Street

LOCATION: 100 block of North Lee Street

STAFF RECOMMENDATION: That the Board recommend that the Director of T&ES relocate the existing Pick-up and Drop-off Zone from southbound side of the 100 block of North Lee Street to the northbound side of the block.

BACKGROUND: When the 100 block of King Street was first temporarily closed to vehicles in 2020, pick-up and drop off (PUDO) zones were added on Lee Street and Union Street to accommodate deliveries to nearby businesses, food pick-ups (e.g. Uber Eats), and passenger drop-offs for the block. Now that both the 100 and 200 blocks of King Street are permanently pedestrianization, these PUDO zones are essential to providing space for vehicles to make quick stops without double parking. On Lee Street, due to the narrow width of the street, parking is only on the southbound side. The PUDO zone on this block was installed between King Street and the alley behind Comfort One Shoes (Attachment 1).

In December 2025, a special use permit was issued to allow a valet parking service on North Lee Street to serve patrons of some of the Lower King restaurants. Given the existence of the PUDO zone and the nature of valet operations, staff approved the valet operation in the PUDO zone. The valet operation did not have exclusive use of the zone, but could accept and return vehicles to this space while other vehicles also used the zone. The valeted vehicles are stored at a nearby parking lot at Queen and North Lee Streets. Since this lot is north of the valet stand and vehicles are received in a southbound direction, the businesses have requested the zone be allowed on the northbound side of the street to improve valet operations.

DISCUSSION: The issue of the direction of the lot for the valet vehicles was raised during the original review of the valet operation application. Originally, the zone was proposed on the northbound side of the street next to Il Porto, which would be separate from the PUDO zone. Staff did not approve this location due to the narrow width of the street and the impact on two-way traffic and back-ups into the intersection if vehicles were parked in the northbound travel

lane. Staff and the applicant agreed to try combining the valet stand with the existing PUDO zone and revisit operational efficiencies after it had been in place for a few months.

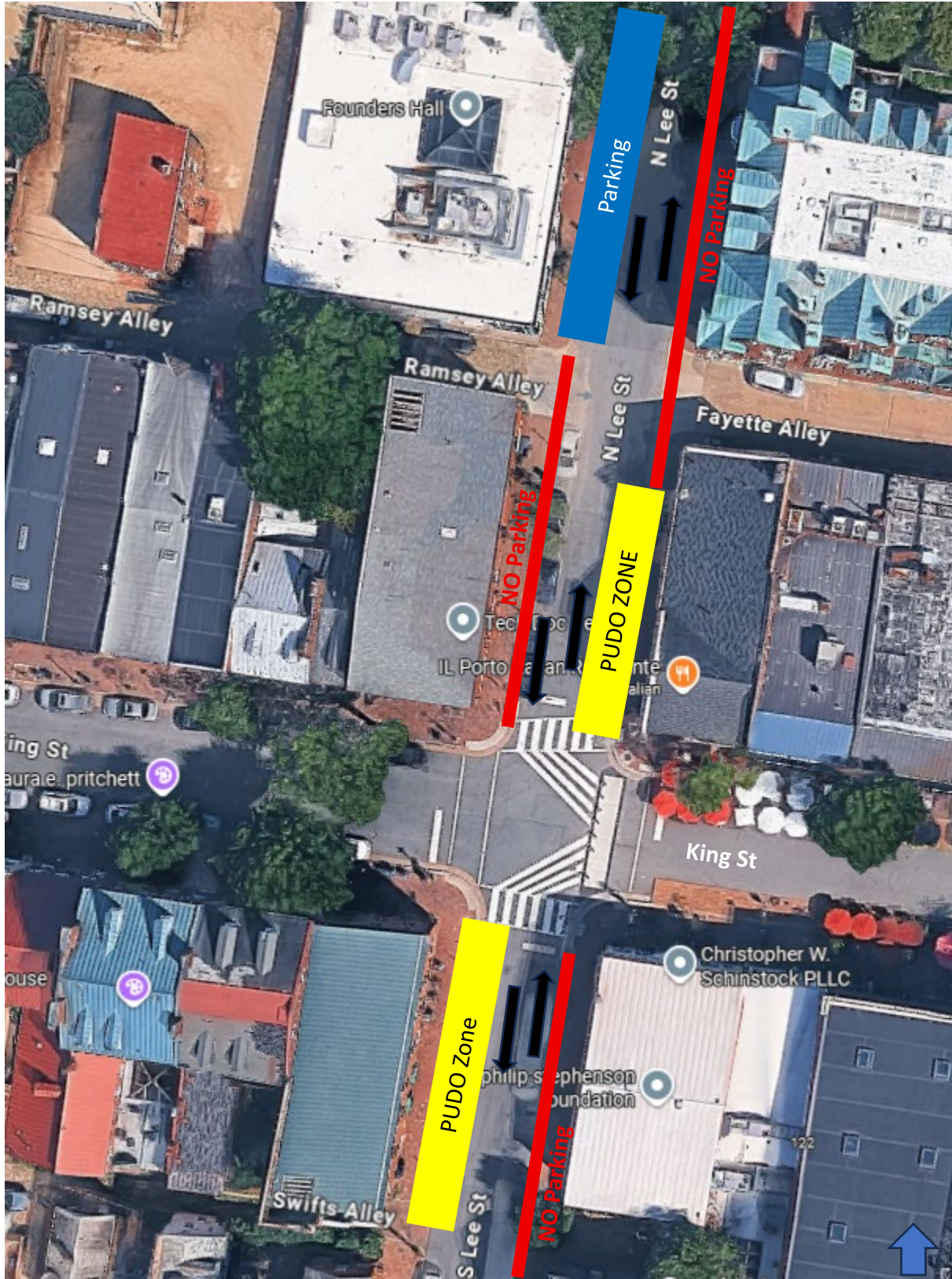
In March, staff met with the businesses and the valet operator to discuss operations. The operator noted that most people are arriving from the south, which puts the valet stand on the wrong side of the street. This has led to people illegally parking on the opposite side of the street or attempting to make a U-turn mid block on this narrow street. Staff agreed to test moving the entire PUDO zone to the opposite side of the block between King and the alley. This did create a mid-block jog for the travel lane, which is unusual, but not a unique situation in the City (the 300 block of South Union Street has this mid-block travel lane shift to accommodate loading at Hotel Indigo).

While it took some time for people to realize the space is on the opposite side of the street, the relocated PUDO zone seems to be working as intended. The new location has the added benefit of providing traffic calming with the travel lane jog. It also provides a northbound PUDO zone to complement the existing southbound zone south of King street, which increases options and compliance for drivers trying to find a spot for a quick stop.

Staff has received comments about the scooter corral that was relocated with this zone. Having a corral in this area is key to requiring operators to staging in a specific location. Given the high scooter usage in the area, a designated location for scooters and bikes to park is important to managing where they are parked. If the PUDO relocation is approved, staff will strip out the PUDO zone and the scooter corral to the travel lane shift more apparent, even when a vehicle is not using the PUDO zone.

OUTREACH: As part of the request, the nearby businesses, the Torpedo Factory Condo, and Old Town Civic were notified of the change. In general, most were in support of changes to make the valet operation more efficient and support this change to the PUDO zone location.

ATTACHMENT 1: LOCATION OF VALET OPERATIONS



ATTACHMENT 2: PARKING MODIFICATION REQUEST FORM



ON-STREET PARKING MODIFICATION REQUEST FORM

Please fill out the first page of this application and return to max.devilliers@alexandriava.gov or mail to Max Devilliers, Mobility Services, 421 King Street, Suite 235, Alexandria, VA 22314. Staff will contact the Project Champion to further refine proposed solution to address the issue that the applicant is trying to address.

Reason for the Request (What are you trying to solve/address?):

We respectfully request relocation of loading and unloading zone in the 100 block of North Lee Street - southern end of block

Type of On-Street Parking Modification Requested:

- Loading Zone Removal
 - Parking Removal
 - Parking Restriction Change (Non-RPP)
 - Loading Zone Addition
 - No Parking Sign Removal
- Proposed restrictions _____

Location: 100 block of North Lee Street
(Map or figure may be provided as an attachment)

Approximate number of spaces affected (assume 20 feet per space): 2

Project Champion (Point of Contact) Information:

Name: Charlotte A. Hall

Address: 201 N. Union Street, #110, Alex, 22314

Email: Charlotte.Ann.Hall@gmail.com

Phone Number: 703-675-7829

Best Way to Contact:
Best Time of Day to Contact:

- Email
- Morning
- Phone
- Afternoon



We the undersigned hereby support or oppose (as indicated) the proposed on-street parking change:

Everyone is in agreement that the bike/scooter & corral is a nuisance.

(Petition should include signatures from a representative, property owner, occupant, or manager for all properties, homeowners / condo associations, and businesses adjacent to or impacted by the proposed on-street parking modification. Additional signatures may be gathered to show support.)

Name (printed)	Support or Oppose Request	Signature/Date	Address/ Business/ Association	Property Affiliation (owner, occupant, manger, etc.)	Email
Sean O'Neill	support		Comfort One Shoes	owner	
Wali Zaiden	support		Il Porto	owner	
Cyrus Coleman	support		The Wharf	owner	
Noa Landini	support		Landinis Fish Market	owner	
Hossein Pishdad	support		The Warehouse	owner	
William Schuyler	support		Old Town Civic Assoc.		
* Starb Thayer			Grappado Factory	Condos	

* meeting to discuss by ~~April~~ May 15th

City of Alexandria, Virginia

Traffic and Parking Board

DATE: May 18, 2026

DOCKET ITEM: 9

ISSUE: Residential Parking Permit Changes – House Manager Addition

REQUESTED BY: Staff

LOCATION: Residential Parking Permit Districts City-wide

STAFF RECOMMENDATION: That the Board recommend that the City Council amend Section 5-8-77 of the City Code to allow house managers to obtain RPP permits.

BACKGROUND: The Residential Parking Permit (RPP) program started in 1979 as a response to increased demand for parking, particularly in Old Town and residential areas of the City near Metrorail stations. RPP districts have expanded over the years and currently there are 14 Districts (Attachment 1). This program prohibits on-street parking for more than two to three hours during varying time periods unless a vehicle has a parking permit for the district.

City Code Section 5-8-77 outlines who is eligible for parking permits. In 2005, City Council approved an amendment that allowed residents to obtain a permit for a health care provider performing healthcare services at a home within a parking district. In December 2023, City Council again amended the Code to allow residents to obtain a permit for in-home childcare providers. In order to obtain permits for either healthcare and/or childcare service providers, residents must provide proof of residence, a notarized certification that a permanent occupant of the residential property is receiving healthcare and/or childcare services at the residential property, and the vehicle registration for the initial user of the permit. The annual permit fee is \$250. In 2025, 40 permits were issued for childcare and healthcare workers.

Residents can also obtain permits for shorter time periods detailed below.

- Less than 24 hours: Guest Permit, free
- Seven days or less: Visitor Permit, free
- Eight – 30 days: Visitor Permit, \$5
- 30 days or less: Person doing business with a resident, free (Section 5-8-77(a)(4))

DISCUSSION: Councilmembers requested that staff explore a potential amendment to the Residential Permit Parking (RPP) program that would allow residents to obtain permits for in-home house managers. They have received feedback from a resident that the inability for their

house manager to park near their home while they are away creates issues for effectively caring for their home. To address this, an amendment to the City Code could be made that provides a permit for these employees similar to healthcare and childcare workers that also make repeated and frequents visits to a home.

Staff does have some concerns about this amendment, including increasing parking pressure for residents in already limited parking areas and potential misuse of the program. However, the overall impact of change is likely to be small as few people will require this type of permit. Attachment 2 provides proposed text for the amendment which is similar to the requirements for a permit for healthcare and childcare providers with the following differences:

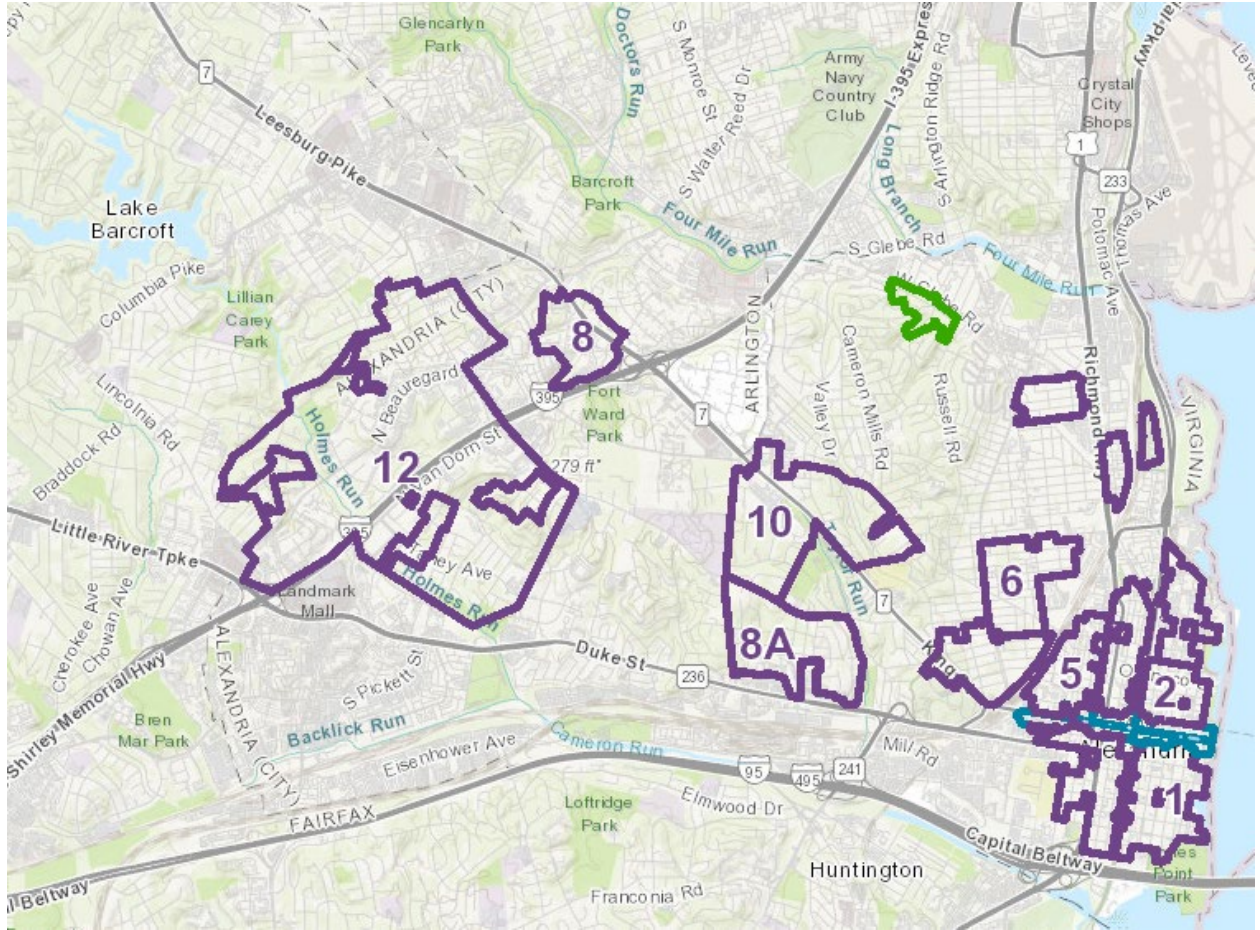
- The permit may not be transferred among vehicles and is issued to a specific individual and registered vehicle
- The resident must provide proof of employment between themselves and the house manager
- The resident must not have off-street parking
- The permit fee is \$500, as opposed to \$250 for the other permits.

Given that the house manager is providing a service that is not related to a vulnerable user such as a person requiring healthcare services or a child, staff recommends these additional restrictions are needed to discourage abuse.

OUTREACH: Staff notified the Federation of Civic Associations and the following civic associations that are within an RPP district that the proposed amendment would be considered by the Traffic and Parking Board in May:

- Old Town Civic Association
- West Old Town Civic Association
- Old Town North
- Rosemont Civic Association
- Del Ray
- Potomac Yard
- Potomac Greens
- Fairlington
- North Ridge
- Seminary Hill
- Clover College Park

ATTACHMENT 1: RESIDENTIAL PARKING PERMIT DISTRICT MAP



ATTACHMENT 2: PROPOSED CITY CODE AMENDMENT

Sec. 5-8-77 Parking permits; issuance.

- (a) The city manager shall, upon payment of the fee provided for by this article, issue permits:
- (1) To persons who reside in a permit parking district or to persons who both reside in a residential property located on a block adjacent to an existing permit parking district where parking on said block is controlled by time limits set by official signs or metered parking and lack adequate alternative nearby parking facilities available to them, as determined by the city manager or the manager's designee. The following shall apply:
- (i) One permit for each vehicle belonging to such persons for which the persons have paid all personal property taxes imposed thereon by the city. Applicants for permits issued pursuant to this subsection shall provide proof of residence and, for each vehicle for which a permit is sought, a motor vehicle registration card issued by the division of motor vehicles and proof of payment of all personal property taxes and license taxes imposed thereon by the city.

For permits issued to a person or renewed pursuant to paragraph (i) of this subsection, there shall be imposed a fee of \$55 for the first vehicle, \$75 for the second vehicle, and \$250 for each additional vehicle. A replacement permit for use on another vehicle registered in such person's name may be obtained upon application on forms furnished by the city manager and presentation of the registration card for the vehicle for which the replacement permit is sought and pieces of the previously issued permit as proof that it was removed from the vehicle for which the fee was previously paid, accompanied by a fee of \$1; and

- (ii) One permit per residential property for a health care provider providing health care services and/or childcare provider providing childcare services at the residential property. Permits issued under this paragraph (a)(1)(ii) are not vehicle specific and may be transferred to different vehicles, but the use of such permits other than by persons providing health care services and/or childcare services at the residential property or other than during such times as they are providing health care services and/or childcare services at the residential property (or are in the immediate process of coming or going from the residential property in connection with providing health care services and/or childcare services at the residential property) is prohibited. Such permits shall be valid for up to one year and will expire on October 5, annually. Applicants for permits issued pursuant to this paragraph (a)(1)(ii) shall provide proof of residence, a notarized certification that a permanent occupant of the residential property is receiving health care services and/or childcare services at the residential property, and vehicle registration for the initial user of the permit, and a written statement from a licensed medical professional that a permanent occupant of the residential property is receiving health care services at the residential property. For permits issued to a person or renewed pursuant to paragraph (ii) of this subsection, there shall be imposed a fee of \$250 per permit.

(iii) One permit per residential property for a house manager providing house managing services at the residential property. For the purposes of this section, a house manager is defined as a person who oversees the daily operations of a private residence, but does not reside at the property. Permits issued under this paragraph (a)(1)(iii) are vehicle specific and may not be transferred to different vehicles. The use of such permits other than by persons providing house manager services at the residential property is prohibited. Such permits shall be valid for up to one year and will expire on October 5, annually. Permits issued pursuant to this paragraph (a)(1)(iii) must be applied for by a permanent resident of the property, who shall provide proof of residence, a notarized certification that they have hired an individual to provide house manager services that requires them to remain at the residence in excess of the posted restrictions, vehicle registration for the user of the permit, proof that there is no off-street parking at the applicant's residence, or the applicant must demonstrate that existing off-street parking is not feasible for use by the house manager, and proof of employment between the resident and the house manager. For permits issued to a person or renewed pursuant to paragraph (iii) of this subsection, there shall be imposed a fee of \$500 per permit.